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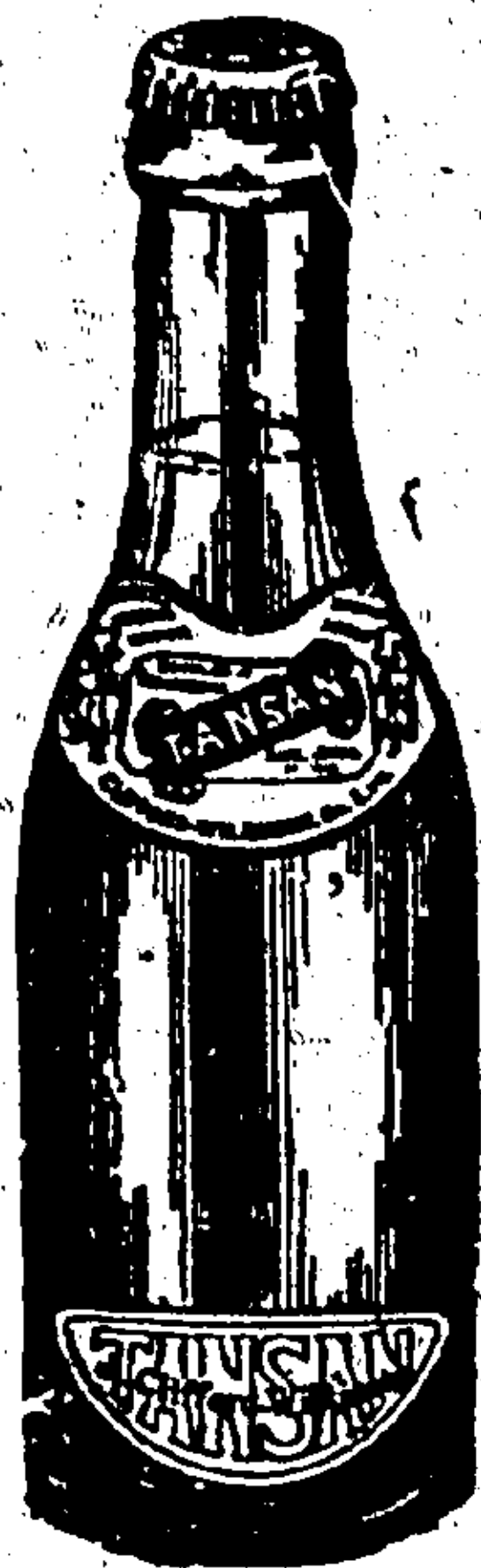
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SCOTTISH LETTER.

ROYALTY AND SCOTLAND.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 27th.
The very name of Scotland was the description applied by Robert Louis Stevenson to Balmoral, which, with the arrival of the King at social life and activities in the country. More and more, the North of Scotland in the Autumn of the year is the resort of fashionable Society, headed by the Court itself. For the next six weeks brilliant functions and assemblies, not only on Decide but in many other parts of the Highlands, will be the rule. This year Royalty will be more largely represented than usual. The King has often been heard to declare that it is only when he is staying at Balmoral that he is able to devote time to really serious reading. A quantity of new books therefore always precedes him to his Highland home, and this year has proved no exception to the rule. His Majesty is a greater reader than is generally supposed, and he rarely allows a book of any real importance to escape his notice. At the same time he rarely or never reads modern fiction, and has had to confess on more than one occasion that he has never as much as heard the title of a "best seller" when it has been mentioned in his presence. It is books of travel and biography that make most appeal to His Majesty, and he often pencils interesting marginal notes in those dealing with scenes he has visited or people he has known. The library at Balmoral is an extensive one, and constant additions are made to it.

Shooting, fishing, motoring, walking and a little stag-hunting are the King's chief relaxations during his Scottish holidays. He is a good trout fisher, but he much prefers fishing for the fine salmon of the Balmoral country. Sometimes roads are abandoned, and the fish are netted, the King always taking a hand in dragging in the full net. The match, like the proceeds of a day's shooting, appears later on the Royal table. But there is always a large surplus, and the hospitals benefit by this. King Edward used to be very keen on shooting and stag-hunting expeditions on a large scale, but King George prefers smaller parties, and only takes part in one or two stag hunts during his stay in the North. Although a golf course has been laid out at Balmoral, the King does not use it. God is not one of the games. After dinner he often goes with one of his sons or guests into the billiard room and plays for an hour.

Probably few people know that on the Balmoral estate the King owns a whisky distillery. It is near Aberfeldie Castle, and is known as Lochnagar. The whisky is of a very pure and excellent quality, and is to be found in the decanters of all the Royal households as well as in those of the Prince of Wales at St. James's Palace. Yet the King, like his father and grandmother, prefers a light wine.

ROAD-MAKING ON A BIG SCALE.
Within certain limits, to multiply highways is to improve traffic, and, in effect if not in actual fact, to diminish distance. If the new road between Edinburgh, Scotland's historic capital, and Glasgow, its chief industrial centre, should prove the powerful agent it is expected the handsome sum to be laid out on the work may be expended with good result. But whether the policy of laying out a vast sum of money upon one road scheme is economically sound admits of some doubt. In building this new highway across the country, Glasgow, Edinburgh, and Lanarkshire are combining to provide a quarter of the cost of the undertaking, while the balance of the bill is to be paid by the State. It is expected that the road will be completed in three years' time, at a cost of £2,750,000. Work will be found on an average for 5,000 men who would otherwise be receiving unemployment relief, and who will escape for a time the demoralising experience of the "dole," though the only men for whom such work is really suitable are navvies. The present scheme is conceived on a great scale. The road that leaves Glasgow is to be 120 feet wide for the first 4 miles, and thereafter 100 feet wide, and on this imposing highway there should be ample room for the traffic.

The building of a new road between Edinburgh and Glasgow is only part of a wide plan of road-building for the whole country. One proposal is to build new roads or to improve old ones have been made, some of which are still in an embryo state. The reconstruction of the Great North Road has passed the stage of preliminary discussion, and is to be taken in hand so that in about eighteen months the road between Blair Atholl and Inverness will probably have been transformed. It is intended to spend about £600,000 on reconstructing the road, and particularly on widening it to a total breadth of twenty feet, with a carriage-way eighteen feet wide. Another trunk road about which proposals for reconstruction have been made, is that between Glasgow and Inverness, which runs by way of Loch Lomond through the hilly district of Glenelg to Fort William, passing in its 108 miles course through 30 miles of bleak, uninhabited country, unsurpassed for the magnificence of its scenery. It is a proposal which has not yet reached a practical stage, and discussion of it is still in progress. Such are the schemes mooted or in operation by which the Minister of Transport hopes to transform Scotland in readiness for a revival of trade, signs of which he professes to discern.

SCOTTISH SOLDIER OF FORTUNE.
A story of much interest gathers round the portrait of Field-Marshal Keith, the celebrated Scottish soldier of fortune, which has been presented to the town of Peterhead by Mr. Alexander Keith, retired London merchant, and Mr. Thomas Mackie, Sheriff-Clerk, two gentlemen well-known in the north-east. The portrait, which has been touched up by Mr. Fiddes Watt, B.S.A., is signed "A. Pease, 1743." Pease was Court painter to Frederick the Great of Prussia, and a copy of this portrait, in pencil, is in the National Gallery, Berlin. Mr. Keith, one of the donors, came upon the "old master" in a dealer's shop in Liverpool, and was informed that, with a number of others, it was saved from a fire at Cantray House. The Field-Marshal was the younger brother of the last Heteritary Earl Marischal of Scotland, he was exiled at an early age owing to his devotion to the Stuart cause, and he became one of those soldiers of fortune whose ranks were so frequently and so honourably recruited from the notable class to which he belonged. He commanded armies in the service of Spain, Russia, and Prussia. It is said that he left Russia partly by reason of the fact that the Empress Elizabeth desired him to be her consort as well as one of her principal commanders. In the service of Prussia he covered himself with glory. His statue, one of those erected by Frederick the Great to "the four most deserving," stands in the Wilhelm's Platz, Berlin, and its replica was presented to the town of Peterhead by the grandfather of the present ex-Kaiser. Field-Marshal Keith fell at the Battle of Hochkirch, fighting against the Austrians. By Royal command, his body was conveyed to Berlin, where it was interred with much pomp and ceremony. "My brother leaves me a noble legacy," wrote the Earl Marischal, who was also an exile. Last year he had Bohemia under ransom, and his personal estate is 70 ducats (about £25).

PRESBYTERIANS AND ST. STEPHEN'S CRYPT.
The Marquis of Lincolnshire as Lord Great Chamberlain, and in that capacity responsible for the control of the fabric of the Houses of Parliament, has informed Mr. Ian Macpherson, M.P., that his son may be baptised by a Presbyterian minister in St. Stephen's Crypt. It will be recalled that Mr. Macpherson had arranged that the rite should be performed by the Rev. Dr. Archibald Fleming, of St. Columba's (Church of Scotland), Port Street, but that objection was raised by Canon Carnegie in his dual capacity as Speaker's chaplain and incumbent of the ecclesiastical parish of St. Margaret's, within which the chapel is situated. He claimed that the building had been consecrated for the worship of the Church of England, and that he was therefore legally bound to resist its use for a service conducted by the minister of another Church. That position, however, begs one of the most important points at issue. I believe that the evidence as to consecration is doubtful, and if the ceremony took place at all, it was in pre-Reformation days. Certainly the building had been consecrated since, for although it is one of the finest pieces of Gothic architecture extant in this country, it was at one time used as a kitchen in connection with the old residence of the Speaker, and afterwards degenerated still further into a lumber room. There is no record of consecration since Canon Carnegie's claim as Speaker's chaplain was equally untenable, since his relations with him are purely personal, and give him no jurisdiction over any part of the fabric of the Palace of Westminster. The chapel is seldom used except for the marriage of members, and for the baptism of their children, and even these rights, which have come to be regarded as prescriptive, are of modern origin. Other members belonging to the non-Anglican Churches will now have the same rights as their colleagues.

ASKING FOR TROUBLE.

The super-Scot, the Hon. R. Erskine of Marr is asking for trouble in Highland circles. He has been declaring that the kilt was "the invention of those whose daily concerns carried them into the hills," and that the "true national dress of Scotland" is the tweed. This theory does not explain away the tartan kilts of sculptured figures on an Irish stone. It is unlikely that the inviolable stone, the true national language of Scotland is Gaelic, the Hon. Ruarri says; but then again there are those who insist that the Gaelic language came from Ireland and gradually displaced Pictish, and that the majority of present-day Scots are descended from the inhabitants of pre-Scottish times. When Mr. Erskine declares further that "the true national liquor of Scotland is not whisky, but French claret," he ignores the traditions about "heather ale," and definite statements by contemporary Continental writers regarding Celtic "beer" and "mead," the latter being a mixture of honey, milk, and "some thing else" like "Atholl brose."

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Pierce as rich cordials
Are the sharp hill airs
In the land that I know
Will cure all my cares.
The roar of the wind,
The roar of the sea,
And the great roar of the silence
My tonics shall be.
In the land that I know,
My cares to elude,
I'll lift the whole world
Like a bowl to my lips.

C. M. GRIEVE in *Glasgow Herald*.
SALVING THE GERMAN FLEET.
Messrs. Cox and Danks have now got the work of saving the German war vessels at Scapa Flow into full swing. Two destroyers have been beached on Mill Bay sands, and a third is being fitted with its set of steel wire ropes. In the final stage of saving the second vessel, 80 men were engaged in 20 winches. These winches kept the steel hawsers of nine inches diameter constantly taut, thus taking advantage every few minutes of the lift exerted by the rising tide on the pontoons. There is no intention of raising the *Hindenburg* or the *Seeydlitz* this season. The *Seeydlitz* is 40 feet above the water at low tide. It is interesting to note that the key to the whole salvage scheme is the huge submarine floating dock, which was surrendered by the Germans, and which Mr. Cox bought for breaking up.

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LOCAL SPORT.

CHARITY FOOTBALL.

HONGKONG CLUB, 2; SOUTH CHINA, 0.

In a charity game for the Flood Relief Fund the Hongkong Club, playing at home, beat South China by two goals to nil after a fast game. South China won the toss and elected to defend the town end goal. The Hon. Mr. P. H. Holyoak was an interested spectator throughout the game. The Hon. Mr. Kotewall and Mr. J. McCubbin approached to the centre of the field and after the usual introduction Mr. Kotewall set the ball rolling. South China soon took charge of the game, and the left wing became troublesome, but G. Rodger, in goal for the Club, was in great form, and defended his charge well. Misfortune befel the Club early in the game, for W. Stewart was forced to retire, and took no further part in the game. South China was continually pressing, and Bishop turned the ball three times behind his own goal line in successive attempts to clear. Rodger managed to keep out shots from all directions and at the interval the score sheet was blank.

Norton came out after the interval in place of W. Stewart and for a time the Club worried the South China defence. However, the South China men soon got into their stride again, and Gerrard was left standing when Chan Kwong Lu received a pass from Leung Yuk Tong. A fine centre was negatived, however, when Pang Kam Wing lifted the ball over the bar. Lai Wai Tong and Wong Pak Chong were offside to a fine centre from Pang Kam Wing. The Club opened the score through a misunderstanding on the part of the South China defence, who were all over on the left wing, leaving Forsyth unmarked in front of the goal, and the ball coming over, the Club man was fixed upon it and sent it into the net with the South China goalie appealing for offside. After a visit to the Club goal the house team again got down and Lau Hing Cheong, stopping the ball from a shot by Howard, failed to throw away, and the Club centre forward, following up, caused the goalie to carry beyond the regulation distance, and the Club were awarded a free kick almost on the goal line. Howard sent the ball among the crowd and in the scramble that followed the ball rebounded into the net, thereby putting the Club two goals up.

Although South China tried to pull the game round the Club defence kept them out and the final whistle sounded leaving the Club winners by two goals to nil.

On the run of the game South China were the better team. The difference in the play of the respective goal keepers accounted for the final score, for whereas Rodger saved his side in the opening half, Lau Hing Cheong played a weak game for South China. He only had one hard shot to deal with during the game and that shot came from Evelyn.

The teams:—
Hongkong Club.—G. Rodger; Gerrard and Bishop; Mair, J. Stewart and Bixton; W. Stewart, Forsyth, Howard, Evelyn and Key.

South China.—Lau Hing Cheong; Lai Yuk Tat and Chan So; Cheung Wing Shing, Leung Yuk Tong and Lam Yuk Ying; Pang Kam Wing, Choi Ping Fan, Wong Pak Chong, Lai Wai Tong and Chan Kwong Lu.
Referee: Mr. F. R. Smith.

QUEEN'S COLLEGE PAST PUPILS

PRESENT PUPILS AND MASTERS.

A big crowd witnessed the football match between the Queen's College Past Pupils against the Present Pupils and Masters on Saturday at Causeway Bay. The sultry heat had a very bad effect on the game which nevertheless came up to quite a high standard. Exchanges opened very briskly, the former pupils carrying the ball well into their opponents' territory and scoring the first goal of the match through Mahomed. The present boys were much smarter on the ball than their opponents and Choy Ping Sun soon got his forwards away and after some brilliant work by the left wing, equalised for the College, making the score one all. Thereafter it became very evident that the present pupils were the much better team. Their forwards combined with accuracy and judgment and their movements were invariably characterised by cleverness and thrustfulness. The left wing in particular played splendidly, the inside men shot powerfully and accurately, and the winger outwitted the opposing defence with astonishing ease, again and again. Before the interval arrived three more goals were added, the score standing at half time: Q.C.P. 4; Past Pupils 1. On the resumption a decided change came over the game. The past pupils made Herculean efforts to pull the game through. Their backs, Ng Kam Chuen and Lo Fung Cheung, tackled with mature judgment and, remarkable certainty against a bustling forward line. Ismail at centre half worked like a Trojan, and was always on the ball, and in attack and defence rendered invaluable aid to his side. Their forwards, led by Ip Kau, and well supported by Curcuen and Mahomed, responded admirably and put

(Continued at foot of next column.)

POLICE SWIMMERS.

SUCCESSFUL FUNCTION AT THE V.R.C.

Even if, as the Gilbertian song goes, a policeman's lot is not a happy one, it seems in Hongkong at any rate to produce athletes of no mean quality. This was evidenced on Saturday night at the Victoria Recreation Club, when a big gathering of stalwarts of the local constabulary foregathered to show their prowess at aquatic sports.

H.E. the Governor watched the various events with keen interest, as did Mr. Justice Gompertz and Mrs. Gompertz Mr. and Mrs. E. D. C. Wolfe, and Mr. and Mrs. P. P. J. Wodehouse. The Harbour Master, Lieut.-Commander G. S. Holt, R.N., was also present.

This year's proceedings were signalled by the inauguration of a 100 yards Championship event for Indian and Chinese members of the force, carrying with it a fine cup presented by Mr. A. McKirdy. This trophy was won by Barada Ali from Calcutta, Ali in 1 minute 51.2.5 seconds. For the second year in succession, Sergt. Simpson carried off the 100 yards Championship for Europeans in the good time of 70.4.5 seconds.

Full results were:—
50 Yards for Chinese.—1, Chow Sui; 2, Lui Hing. Time: 43.3.5secs.
50 Yards for Indians.—1, Sha Mahomed; 2, Bahadur Ali. Time: 37.2.5secs.
50 Yards for Sons of Police.—1, F. Angus; 2, A. Kerry. Time: 33.2.5secs.
100 Yards Championship (Europeans).—1, Sergt. Simpson; 2, Sergt. Bliss. Time: 70.4.5secs.
100 Yards Championship (Indians and Chinese).—1, Barada Ali; 2, Gulam Ali. Time: 1min. 51.2.5secs.

Long Plunge.—1, Sergt. Reynolds; 2, Sergt. Bliss. Distance: 46ft. 10in.

100 Yards V.R.C. Handicap.—1, V. Ramsay; 2, J. A. Kent. Time: 67secs.

50 Yards Handicap (European).—1, Sergt. McEwen; 2, Sergt. Simpson. Time: 34secs.

Life Saving.—1, Sergt. Tuckett; 2, Sergt. Simpson. Time: 33.4.5secs.

Grassy Pole.—1, Sergt. McEwen.

Plate Diving.—1, Sergt. McEwen; 2, Sergt. Tuckett. Winner retrieved 5 out of 12.

50 Yards Handicap (Breast).—1, Sergt. Baysting; 2, Sergt. Reynolds. Time: 39secs.

Undressing Race.—1, Sergt. Kirby; 2, Sergt. Baysting.

High Dive.—1, Sergt. Simpson; 2, Sergt. Bliss.

Ladies' Race.—1, Mrs. Barnett.

Nomination Race.—1, Sergt. Brittain and Mrs. Cotton; 2, Sergt. Bliss and Mrs. Shannon.

Team Race.—1, Water Police; 2, Chinese; 3, Land.

The prizes were presented to the successful competitors by Mrs. P. P. J. Wodehouse, to whom a handsome bouquet was offered by Master E. G. Cotton. Mr. Wodehouse, in returning thanks on behalf of his wife, thanked Mr. R. C. Wiltchell and the V.R.C. Committee for the hospitality of the Club, and Mr. Wiltchell responded in a suitable little speech.

LOCAL RACING.

THE FIFTH EXTRA MEETING.

Entries closed on Saturday for the fifth extra race meeting of the Hongkong Jockey Club which is to be held on October 11th and 13th. There are seven races for each day and the entries for these events are most satisfactory. The big races at the first day's meeting is to be the race for the Fourth Aggregate Stakes, which has attracted a number of the better-class ponies. On the second day the Hongkong St. Leger is to be run off over a distance of one and three-quarter miles.

MILITARY FOOTBALL.

THE FOWLER CUP.

The following matches in the Preliminary Round of the "Fowler Cup" Football Competition have been arranged for this week. Kick-off at 4.45 p.m. on the Murray Barracks Ground:—
30th September.—No. 3 Platoon v. No. 8 Platoon.
2nd October.—No. 10 Platoon v. Left Sec. M.G. Platoon.
The Cup has been kindly presented to the Battalion by Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., Commanding the Forces in China, for the purpose of a football competition to take place annually among the Platoons of the Battalion.

in some effective work. Following a scuffle in front of the goal Moosdeen scored the second goal for the past boys. Shortly afterwards Ip Kau put through the third and last goal for his side. With only five minutes to go excitement ran high, and at this stage tremendous pressure was brought to bear on the school-boys' goal but their defence held out till time and the Old Boys had to retire defeated by 4 goals to 3 in a well-contested and strenuous game. The following lined up for the Past Pupils:—
Y. Hachima, Ng Kam Chuen, Lo Fung Cheung, Y. A. Wahab, S. A. Ismail (Jr.), A. Butt, Lai Siu Lun, E. Ali Moosdeen, Ip Kau, J. S. A. Curcuen and A. G. Mahomed.

LAWN BOWLS.

SATURDAY'S GAMES.

All league games in the first division of the Lawn Bowls League have now been completed, the Kowloon Cricket Club and Taikoo Recreation Club on Saturday completing their fixtures on Saturday, Taikoo winning easily.

In the second division of the league there are still a number of games to be played off. In this section two matches were played on Saturday in which the Indian Recreation Club completed their fixtures by narrowly defeating the Kowloon Bowling Green Club by one point. By their victory the Indians have improved their position on the league from fourth to third position. The other match was between Taikoo and the Royal Hongkong Yacht Club, the first mentioned winning easily.

Results:—

DIVISION I.

T.R.C. v. K.C.C.

At Taikoo, on Saturday, the league champions defeated the Kowloon Cricket Club by 75 points to 43. Scores:—

T.R.C.	K.C.C.
McCleod	Lantern
Battaman	Goldenberg
Russell	Brown
Morrison (S.)	Hyde (S.)
Whyte	Overy
Mitchell	Purves
Drummond	Fraser
Ferguson (S.)	Ramsay (S.)
Sloan	Hunter
Grimshaw	Hoather
Wallace	Teechi
Wether- spoon (S.)	Pile (S.)
Total	Total
75	43

DIVISION II.

R.H.K.Y.C. v. T.R.C.

Playing at home on Saturday, the Royals were defeated by Taikoo, by 22 points in their favour. Scores:—

T.R.C.	R.H.K.Y.C.
Dinnon	E. B. Reed
McKechie	Jamie
Grimes	Shaw
Sloan (S.)	Brayfield (S.)
Pauls	Wood
Waid	Reid
Matthew	Paton
Muirhead (S.)	Edwards (S.)
Barker	Stock
Peterson	Dixon
O'Brien	Carpenter
Laing (S.)	Ross (S.)
Total	Total
73	51

I.R.C. v. K.B.G.C.

Playing at home on Saturday, the Indian Recreation Club defeated the Kowloon Bowling Green Club by one point. Scores:—

I.R.C.	K.B.G.C.
Espina	Hazel
Sulfiad	Warren
Hyder	Hunter
Omar (S.)	McKay (S.)
Hussain	Pearman
Juman Ali	Cuff
Harcan	Hatt
Ismail (S.)	Wylie (S.)
Madar	Johnstone
Bux	Nish
Ram	Morley
D. Rumjahn (S.)	Muir (S.)
Total	Total
64	63

LEAGUE TABLES.

DIVISION I.

	P.	W.	L.	Pts.
Taikoo R.C.	10	9	1	18
Craigengower C.C.	10	7	3	14
C.S.C.C.	10	6	4	12
Kowloon C.C.	10	4	6	8
Kowloon B.G.C.	10	3	7	6
Police R.C.	10	1	9	2

SHOTS FOR AND AGAINST.

	For.	Agst.	Up.	Down.
Taikoo R.C.	657	478	179	—
C.C.C.	535	527	58	—
C.S.C.C.	524	522	2	—
Kowloon C.C.	547	642	—	95
Kowloon B.G.C.	565	569	—	3
Police R.C.	523	664	—	141

DIVISION II.

	P.	W.	L.	Pts.
Kowloon D.R.C.	8	6	2	12
Taikoo R.C.	9	6	3	12
Indian R.C.	10	5	5	10
Kowloon B.G.C.	8	4	4	8
Kowloon C.C.	10	4	6	8
R.H.K.Y.C.	9	2	7	4

SHOTS FOR AND AGAINST.

	For.	Agst.	Up.	Down.
Kowloon D.R.C.	559	338	201	—
Taikoo R.C.	552	470	82	—
Indian R.C.	558	617	—	50
Kowloon B.G.C.	500	447	53	—
Kowloon C.C.	541	618	—	77
R.H.K.Y.C.	447	617	—	200

CRICKET.

VOLUNTEERS v. CHINESE R.C.

A friendly cricket match was played at Causeway Bay on Saturday between teams representing the Volunteer Defence Corps and the Chinese Recreation Club. The Volunteers won easily, the scores being Volunteers, 171 for nine; Chinese 21, 0, 29 all out.

HONGKONG CRICKET CLUB.

ANNUAL REPORT.

The Committee of the Hongkong Cricket Club has issued its annual report, and the following are extracts from same:—

GENERAL.

The Profit and Loss Account after writing down the cost of the pavilion, furniture, etc., by \$2,769.00 shows a profit of \$1,051.33, an actual profit of \$4,721.33 as against \$3,674.61 last year.

Entrance fees show a decrease of \$80. 72 new playing members, 5 non-playing members and 65 subscribers joined the Club during the twelve months. During the same period 13 playing and 6 non-playing members and 20 subscribers resigned.

CRICKET.

The Club ran three teams and played a total of 30 matches. Of these the 1st XI played 24, won 18, lost 2 and drew 4. The 2nd XI played 30, won 12, lost 7 and drew 1. The "A" Team played 11, won 9 and lost 2.

The 1st XI played ten league matches, winning 9 and drawing 1, thus securing the league championship.

TENNIS.

The annual tournament afforded a good deal of general interest.

The open championship singles was this year won by Mr. T. Houda, who defeated Mr. Ng Sze Kwong, the holder for the six previous years. The open championship doubles was won by Messrs. H. D. and O. Rumjahn.

The club championship was won by Paym. Lieut.-Colonel R. E. Worthington, the handicap singles "A" by Mr. R. M. Henderson, the handicap singles "B" by Mr. G. R. More, handicap doubles by Messrs. H. Owen-Hughes and G. R. More and the mixed doubles by Paym. Lieut.-Colonel R. E. Worthington and Miss P. Grace.

1ST ELEVEN.

BATTING AVERAGES.

Batsman.	Catches.	No. of Innings.	Times out.	Runs.	Highest Score.	Average.
G. R. More	14	27	3	749	97	31.21
T. H. Pearce	8	16	2	436	94	31.14
H. Owen-Hughes	24	23	2	634	91	30.19
E. G. England	5	16	3	349	67	26.85
E. G. Lummett	16	20	3	249	44	22.64
E. J. R. Mitchell	6	25	1	538	75	22.21
G. H. Piercy	4	12	2	222	87	22.20
A. C. I. Bowker	7	16	1	240	69	20.00
A. V. T. Dean	9	21	0	374	91	17.81
R. E. A. Webster	13	24	0	414	77	17.25
H. E. Hollands	8	10	2	139	34	17.25
T. B. Powell	3	11	2	134	43	14.69

* not out.

*Only one century was scored during the season, 100 by A. A. Claxton.

BOWLING AVERAGES.

T. B. Powell	104	23	304	28	10.86
A. C. I. Bowker	223	62	554	40	11.31
E. G. Lummett	318.2	52	1028	60	11.75
G. R. More	144.3	13	572	48	11.02
R. E. A. Webster	113.3	16	415	34	12.21
H. Owen-Hughes	105	21	353	21	15.95

2ND ELEVEN.

BATTING AVERAGES.

Batsman.	Catches.	No. of Innings.	Times out.	Runs.	Highest Score.	Average.
G. H. Piercy	0	14	2	319	71	23.59
H. E. Hollands	7	14	0	295	62	21.07
D. Reid	11	10	1	170	65	18.60
E. C. Hagen	7	15	9	244	47	18.77
D. E. G. Nichol	5	15	2	210	48	15.15
C. R. Baron	4	10	1	145	45	15.11
H. Griffin	4	11	3	96	24	12.00
P. Jacks	0	11	2	103	22	11.44
R. Macalpine	4	10	4	96	24	10.67

* not out.

*Only one century was scored during the season, 100 by A. K. Mackenzie.

BOWLING AVERAGES.

Bowler.	O.	M.	R.	W.	Age.
E. C. Hagen	63	11	216	21	10.24
D. Reid	57.2	14	271	21	13.05
C. V. Mark	50.3	10	318	22	14.45
H. Griffin	130.3	26	457	25	18.28

SOME GREAT SERVICE

CRICKETERS.

CAPT. E. I. M. BARRETT INCLUDED

AMONGST THE GREAT.

In a recent issue of *The Fighting Forces*, a quarterly magazine for the Royal Navy, the Army and the Royal Air Force, there appears an article entitled "Some Great Service Cricketers" by Percy Cross Standing. In the course of the article, the writer, after making it clear that "Service cricketers of the highest class have been comparatively few," pays tribute to the famous Shanghai player (Captain E. I. M. Barrett). The writer states:—

"It is impossible to omit reference to Captain E. I. M. Barrett, who literally jumped into the front rank of cricketers in 1912-13. He enjoyed a good record at Cheltenham College, but few were prepared for the brilliance of his achievement for Hampshire county in 1912. He went to the wickets forty-four times in all and, aided by the considerable proportion of ten not-out innings, finished up that season with the really splendid record of 1,581 runs and average of 40.61. These figures included three separate hundreds, all made on the county ground at Southampton—138 (not out) v. Oxford University, 120 (not out) v. Yorkshire, and 119 v. Derbyshire. On two of these occasions, by the way, C. B. Fry, who had qualified for Hampshire, also obliged with three-figure innings—203 (not out) against Oxford University and 186 against the Yorkshiremen."

KOWLOON CRICKET CLUB.
SATURDAY'S ANNUAL "AT HOME."

The annual "At Home" of the Kowloon Cricket Club was held on Saturday afternoon in glorious weather. The principal feature of the afternoon's entertainment which was a great success, was the playing off of an American Mixed Doubles Tournament on an unusually large scale, no fewer than thirty pairs entering the competition. The entrants were divided into two teams: "A" and "B." Fifteen pairs in each team. The "A" team was captained by Mr. E. Abraham (Vice President of the Club) and the "B" team by Mr. S. E. Green (Hon. Secretary). Each set consisted of five games, the result of the match being a comparatively easy win for the "A" team.

The members of the winning team, who were afterwards presented with silver spoons, were: E. Abraham and Mrs. Fraser, J. Smith and Mrs. McCaw, C. J. Roe and Mrs. Minney, R. E. Lindell and Mrs. Witebell, L. Jack and Mrs. Spalding, W. Paterson and Mrs. Mead, J. Cornley and Mrs. Old, W. Dryden and Mrs. Packham, J. Beckwith and Mrs. Barley, J. W. Brown and Mrs. Cuthill, H. Penny and Mrs. Murphy, Taylor and Mrs. Backett, Blair and Mrs. Munro, Old and Mrs. Church, Duncan and Mrs. Jennings.

During the afternoon the string band of the Bombay Grenadiers played. Refreshments were served during the course of the proceedings.

At the conclusion of the tournament, opportunity was taken to present the prizes won during the past sporting season, the trophies being distributed by Mrs. E. Abraham.

In introducing Mrs. Abraham, the President of the Club (Mr. F. E. Lindell) remarked that the Club's annual "At Home" was becoming an outstanding feature in the life of the Club, marking as it did the transition from one sporting season to another. This year's annual "At Home" had been a greater success than any of its predecessors.

The President thanked donors of prizes and congratulated those who had won them and concluded by thanking those ladies and gentlemen who had helped to make the "At Home" such a success.

After the prizes had been distributed, Mrs. Abraham was the recipient of a beautiful bouquet of roses, tied with the Club colours and contained in a handsome silver holder, the presentation being made by little Miss Peggy McCaw.

Cheers for Mrs. Abraham brought the proceedings to a close.

THE PRIZE WINNERS.

The following is a list of the prize winners for the Season:—

CRICKET.

1st XI Batting—A. W. Ramsay.
1st XI Bowling—J. C. Fletcher.
2nd XI Batting—J. Fraser.
2nd XI Bowling—A. O. Brown.

TENNIS.

Ladies' Championship Singles.—Winner, Mrs. M. Minney; runner-up, Mrs. J. A. Howe.
Mixed Doubles Handicap.—Winners, T. Lay and Mrs. McCaw; runners-up, A. W. Ramsay and Miss Capell.
Singles Handicap, "A" Class.—Winner, A. W. Ramsay; runner-up, S. E. Green.

Singles Handicap, "B" Class.—Winner, E. Savage; runner-up, E. Trambitzky.
Doubles Handicap.—Winners, N. Trambitzky and L. A. H. Duncan; runners-up, A. W. Ramsay and A. J. Kew.
Scratch Pairs.—Winners, E. Abraham and N. Trambitzky; runners-up, T. Lay and R. E. Lindell.

Club Championship.—Winner, T. Lay; runner-up, H. Krebs.
League Tennis (Special prizes for the most Consistent Pairs).—First division, W. Hyde and E. C. Fitcher; second division, C. W. E. Bishop and D. D. Dryden.
"At Home" Mixed American Tournament.—Mr. E. Abraham's team.

VOLUNTEERS AT PLAY.

GYMKHANA AT CAUSEWAY BAY.

THE RESULTS.

A Gymkhana, arranged by the Mounted Infantry Company of the Hongkong V.D.C., took place at the Polo Ground, Causeway Bay, on Saturday afternoon. This was held as a preliminary to a joint affair fixed for October 11th and 12th, when the Polo players will assist.

The programme consisted of seven events, which resulted as follows:—
Saddling-Up Race.—1, Pte. Lloyd; 2, Pte. Mackintosh; 3, Pte. Farrell.
Bending Race.—1, Pte. Smith; 2, Pte. Forsyth; 3, Pte. Mackintosh.

Jumping.—1, Sgt. Macnamara; 2, Lieut. A. E. Mackenzie; 3, Ptes. Stone and Lucy (dead heat).
Ball and Bucket Race.—1, Pte. Mackintosh; 2, Pte. N. W. Mackenzie; 3, Pte. Kearney.

Pig-Sticking.—1, Sgt. Charles; 2, Pte. Stone; 3, Pte. Lloyd.
Wrestling on Horseback.—1, Pte. Forsyth; 2, Pte. Oliphant; 3, Pte. N. F. Smith.

Aggregate Prize (A Class).—Sgt. Macnamara.
Aggregate Prize (B Class).—Pte. Mackintosh.

Miss Peggy Bird presented the prizes, and was the recipient of a silver token from members of the Company. Lieut. Col. Bird, D.S.O., and Captain Dowling addressed the gathering.

The officials were:—Committee: Sgt. H. C. Macnamara, Sgt. A. H. Potts, Private J. J. Palmer, Starter: Captain H. B. L. Dowling, Clerk of the Course: Sgt. R. T. G. Charles, Judges: Lieut. Colonel L. G. Bird, D.S.O., Captain R. Neville, Mr. B. D. F. Beith, Mr. C. Gordon Mackie, Lieut. E. L. E. Davies, R.O.A.

MOTOR CYCLIST CHARGED.

POLICE KNOCKED DOWN ON PRAYA.

LOCAL EUROPEAN DIVER IN TROUBLE.

Charged (1) with driving his motorcycle in a dangerous manner; (2) with being under the influence of drink; and, (3) with not stopping his machine after the occurrence of an accident in which two members of the Police Force were knocked down and injured, Charles William Mackenzie, chief diver at Taikoo Docks was remanded at the Central Magistracy on Saturday.

The police evidence was to the effect that whilst driving along the Praya East about 12.35 a.m. Mackenzie knocked down two policemen. He is alleged to have driven off without stopping, but was pursued and overhauled overtaken by a loking who took up the chase in a taxi.

P.C. Mak Man Kwong and Police Sergeant Bahader Singh were injured by the accident. The former was rather badly hurt on the legs and was removed to the Government Civil Hospital.

Mackenzie, who was released on personal bond of \$100, put up by his brother, failed to turn up at 12 o'clock, the time appointed for the hearing, and Mr. R. E. Lindell was about to issue a warrant for his arrest, when he arrived about 12.35 p.m.

When His Worship asked why he did not appear at the proper time Mackenzie explained that he was "under water" at the time.

Mr. Lindell: "Oh! you are a diver; that is no excuse for not coming to town at the appointed time. You very nearly had a warrant issued for your arrest."

After reading the charges to defendant, the case was put back until Tuesday, September 30th, at 10 a.m. Bail \$250.

SOVIET FISHERY CRUISER'S
ARRIVAL.

PROCEEDING TO VLADIVOSTOCK.

The Soviet sloop *Fororsky* arrived in Hongkong from Singapore on Saturday, and while the vessel saluted the port, she had not up to the time of writing, paid her respects to the Commodore. The salute was returned from Blackhead's Point. The *Fororsky* may salute the Commodore to-day, but if she waits until he boards her, the salute cannot be returned.

In July the *Fororsky* left Kronstadt, and she is making the trip to Vladivostok for the purpose of taking up duties as a fishery protection cruiser. The usual ports were visited during the trip for the coaling and renewing supplies, but no political significance is attached to these visits.

The call at Hongkong is interesting, as it is the first time the new flag of the Soviet Federation, just recently adopted, has been seen in the port. This is a red square flag, having a white ball in the centre from which radiate white bars, the ball being surmounted by a red star upon which the Soviet badge—a crossed hammer and sickle—is shown.

SCOUT SERVICE IN
HONGKONG.APPRECIATION OF SIR R. BADEN
POWELL.

The following letter has been received by the Scout Master of the Saiyungpun Troop of Scouts from Sir Robert Baden Powell:

DEAR SCOUTMASTER KONG.—My attention has been drawn to the work done by yourself and other Scouters and Scouts in connection with the unfortunate bus accident which took place recently.

I shall be glad if you will convey to the relatives of the Scout who lost his life, my sincere sympathy.

I am very proud that you should all have rendered such splendid and efficient service. In attending to those who were injured, forgetting your own troubles, you have proved in an unmistakable manner how Boy Scout Training promotes selfless service for other people and on behalf of the Boy Scouts Association I offer you cordial thanks.—Yours sincerely,

Sd. ROBERT BADEN POWELL.
Scoutmaster K. C. KONG.

UNLUCKY BURGLAR.

CAME FOR GEMS AND GOT A
FLOWER POT.

A Chinese who entered a flat on the top floor at 333, Nathan Road, Kowloon, in the early hours of Saturday morning, had apparently intended to make his unceremonious visit a profitable one, but in this he was disappointed.

He was just about to remove himself from the premises with a collection of jewellery, when he had the misfortune to awaken Mrs. Xavier, the wife of the occupant. Mrs. Xavier, although badly frightened, managed to cry out, arousing her brother-in-law, who slept in another room. This gentleman, seeing the thief climbing down a water-pipe, precipitated his descent with a well-aimed flower pot.

The Chinese fell into the yard, but sealed a wall and got away. He was chased for a short distance by Mr. A. Osborne, a neighbour, but being hampered by slippers, Mr. Osborne soon lost sight of the fugitive.

The robber's carefully collected haul was afterwards recovered, he having been forced to drop it in making his escape.

ZANNI LEAVES.

OFFICIAL ENQUIRY INTO THE
LAUNCH ACCIDENT.

HARBOUR MASTER'S FINDING.

Major Pedro Zanni, the Argentine world-flier, made his long delayed departure from the Colony on Saturday morning, after a thoroughly successful ascent from the spot in Lai Chi Kok Bay which has by now become famous by reason of its association with notable aspirants to world-flight honours.

Major Zanni's machine, after being towed a considerable distance by the Asiatic Petroleum Company's launch *Gretchen*, finally rose towards Capatim, and after making one turn, disappeared over the Kowloon Peninsula in the direction of Lyceum.

Before his departure, the gallant aviator was kept fairly busy signing autograph cards and books, chiefly for youthful feminine admirers from the Portuguese colony.

With regard to the accident last week in which Major Zanni nearly lost his life when a Moynaker motor-launch in which was travelling collided with the Government launch *Victoria*, the findings of an Enquiry held by the Harbour Master has now been made public.

It was discovered that the Moynaker launch was at fault, and was being steered at the time by an uncertificated Chinese, who had no knowledge of the "rule of the road." The licence of the vessel's coxswain has been suspended for twelve months.

Major Zanni reached Foochow on Saturday.

PIRATES ATTACK THE
SHEKKI JUNKS.A RUNNING FIGHT OFF
WANGMOON.

Whilst the Shekki passenger junks were being towed by launch to Hongkong early yesterday morning they were attacked by two launches manned with pirates. A running fight ensued between the junks and the pirates, old-fashioned cannon and rifles being brought into play. The Chinese watchmen on board the junks put up a very spirited resistance and succeeded in holding off the pirates until Wangmoon was reached when the attacking launches withdrew from the fight.

During the course of the battle one of the passengers was shot through the ankles. On arrival of the junks in Hongkong the wounded man was removed to the Government Civil Hospital and the affair was reported to the police.

PIRATE RAID ON JUNKS.

"HONAM" FIRED ON.

An episode of daring piracy is related by Capt. C. H. Turner, of the Hongkong, Canton and Macao Steamboat Co.'s steamer *Honam*. On leaving Canton the *Honam* had steamed for about an hour when, near the tide pole at Whampoa, it was seen that four junks were attacked by pirates. All four junks were loaded with wood, and the pirates were clambering over them and firing indiscriminately. Both the craft and their cargoes had been ignited in several places. When the *Honam* approached within striking distance the pirates opened fire upon her, and she was forced to retire.

At 6 p.m. when the s.s. *Lungshan* of the same Company passed the spot the junks were burning vigorously, and it is thought that they had been abandoned. The pirate gang apparently escaped.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON'S "RED ARMY."

Governor Liao Chung Hoi of Kwangtung, upon his being relieved of office early in October by Mr. Hu Hao Ma, who is now deputy to the Generalissimo, Dr. Sun Yat Sen, will devote his chief attention to the organization of the proposed Red Army in Canton. Mr. Liao, as chief of the labour division of the Kuomintang Political Party, has a large following of unemployed coolies willing enough to be enlisted in the Red service. Mr. Liao has a staff of 48 Russians assisting him. Some 550 young men, mostly Northern Chinese, including many Manchurians and Manchurians, together with a number of Koreans are being trained at Whampoa, Kwangtung, to be officers of the South China Red Army. For some reason, only five or six local Cantonese are now studying in the Whampoa institution. Among the instructors in this school are two Japanese.

DR. SUN AND THE VOLUNTEERS.

To weaken the Volunteer movement, Dr. Sun Yat Sen, through Governor Liao Chung Hoi, has decreed that the Merchants Volunteers shall be incorporated with the newly organized farmers and labourers corps, organizations very poorly equipped and insignificant when compared with the merchants, who each possess arms and uniform worth \$300 or more. It is unlikely that the Canton Merchants Volunteer Corps will come under stricter supervision of the Kuomintang Government as Dr. Sun Yat Sen desired.

FIERCE FIRE ON THE
"EDMORE."SERIOUS OUTBREAK WHILE
LYING AT SHANGHAI.

Fire was discovered in the No. 4 hold of the Admiral Line str. *Edmore*, while moored at the Dollar Wharf, at Shanghai, on Tuesday afternoon, September 23rd, which required the attention of half-a-dozen fire fighting units to extinguish. The flames, first noticed by a member of the crew, were seen at 1.30 o'clock and immediately the call of fire was despatched to the wharf office and the Municipal brigade notified. In the meanwhile the crew of the *Edmore* under the leadership of Capt. Johnson turned to with the ship's equipment and streams were directed at the seat of the trouble, which appeared to be between decks. Mr. F. Palmer, Superintendent of the Dollar interests at Pootung, got out the dock apparatus, and, handicapped as they were by the absence of the water tower, which it will be remembered fell down several weeks ago, the staff used pumps to get water from the river.

Attracted to the scene by the fire, the American sailors from the U.S. destroyer *Wag* brought that ship's equipment into action; the crew, under the active command of Comdr. Kimmel, worked the entire afternoon assisting the work and doing invaluable service.

Owing to the distance from Shanghai it was some time before the float *Hu Ning*, with Capt. Longworth, Assistant Harbour Master, commanding, arrived, while the Shanghai Fire Brigade under the Chief Officer Pett, suffered a similar handicap.

DANGER FROM FUEL OIL.

The combined forces, however, had no easy matter of the fight and the situation of the flames, "tween decks and near the engine-room bulkhead, made the battle all the more stern. A further danger existed in the proximity of the fuel oil, no less than 8,000 barrels, and the intense heat bore very hardly on the men who struggled to keep the flames from the tanks below.

Though the firemen poured water from a dozen nozzles into the mass of smoking and burning cargo, little result appeared to come of their efforts and at one time it was thought best to move the *Edmore* into the stream away from the wharf, but as soon as the firemen slackened at all, preparatory to the move, the flames burst out more strongly, and at last it was thought best to continue where the vessel was tied up, until the greater danger had passed. Though the sides of the ship in many places were red hot, a force of men worked to cut through the steel plates, which operation permitted water to be centred upon the flames directly. This accomplished, the fire was got under control to a greater degree and shortly after 8 p.m. it was felt that the worst over. At 7.30 o'clock, Chief Officer Pett gave the order for the Shanghai Brigade to return to the Settlement, while the Customs float left about the same hour.

While directing the lines from a point below, Sub-officer J. G. Shaw was struck in the eye by a nozzle that got free and was swinging and he had to be removed to hospital. The wound is a bad one but there is no danger of his losing the sight of the left eye.

The cargo at the seat of the fire appears to have been mainly lumber and other general stuff, while below in the hold were stored 2,400 bags of flour and damage, the most of which has been ruined by the water and fire. At a late hour officials of the company could not state the amount of the damage done to the cargo, while marine surveyors could not approach the vessel to ascertain what will be required to repair the ship, which had been towed into the river. It is understood that the refrigeration plant has been entirely wrecked.

One rather fortunate point about the fire may be mentioned. Had the ship got to sea—she was due to leave at 3 p.m.—and was waiting for the tide, when the flames were noticed—it is questionable whether the crew could have managed the trouble alone. The *Edmore* has been unlucky of late. On a recent trip from America, while in a storm in the Japan Sea, she hit a reef, and fears were entertained in Shanghai for several days for the safety of both crew and vessel.—*S.C. Daily News*.

THE FLOOD SUFFERERS.

A FORMER MINISTER'S EXAMPLE.

Kuo Chuin-yu, former minister of state under the Manchus and a prominent Chinese resident of Peking, reached the age of seventy years on September 30th. His three sons had planned a fitting birthday celebration with theatricals and the entertaining of many guests, but this programme was cancelled, and instead of it Mr. Kuo has given \$1,000 for the relief of the flood sufferers. In making his gift through the China International Famine Relief Commission, Mr. Kuo explained that he thought it unfitting at this time when China was in the midst of civil war and many thousands of people were homeless and almost without food in the flooded areas to spend money on elaborate entertaining.

The Commission has just received a letter from Li Chiu-ao, the Chinese diplomatic representative in Moscow, to the effect that the Russian Government has organized a committee to raise funds for the flood sufferers of China.

The relief committee in Weibaiwei has voted \$3,000 for flood relief, according to telegraphic advice received from Mr. W. E. Southcott, acting Vice-Chairman of the China International Famine Relief Commission.

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"TO JULIA" (Song Cycle)

D1460 (No. 1. THE BRACELET... HUBERT EDDIE, TENOR
No. 2. (a) MAIDEN'S BLUSH,
(b) JULIA'S HAIR " " "
D1461 (No. 3. TO DAISES " " "
No. 4. THE NIGHT " " "
D1462 (No. 5. (a) INTERLUDE, (b) CHERRY RIPE, " " "
GO LOVELY ROSE " " "

ANDERSON'S.

Powell
Phone 4578.

Carpets.

Curtains

Cretonnes

Linoleum

Electro Plate

Linens

Crockery.

Glassware

Furniture.

We invite You to inspect.

NEW ADVERTISEMENTS

NOTICE.

I HAVE THIS DAY Started Business as AUCTIONEER and GENERAL BROKER at 21, BURLING, GROUND FLOOR, E. V. M. R. DE SOUSA, 21, BURLING, GROUND FLOOR, Hongkong, 29th September, 1924. [1305]

V.R.C. AQUATIC FESTIVAL.

On WEDNESDAY (1st), THURSDAY (2nd), FRIDAY (3rd) and SATURDAY (4th), Commencing at 5.30 p.m., 4.30 p.m., 4.30 p.m. and 3 p.m. respectively.

ADMISSION:

Members, Sailors and Soldiers \$1.00.
Season Tickets \$2.50.
(Members \$2.00).

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Local Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock a.m. on the 29th SEPT., 1924. The Tenders to state the total amount (in Pounds sterling) No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc." The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 23 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit arising from the Contract hereby made for the allotment of such (Bills)." "The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company." R. A. DORRIN, Lt.-Col., R.A.P.C., Treasury Chest Officer.

His Majesty's Treasury Office, Hongkong, 29th September, 1924. [1304]

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.
FROM NEW YORK.

THE Steamship "KNOWLES HALL," having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, hazardous delivery may be obtained. No Claims will be admitted against the Goods have left the Godown, and all Goods remaining undelivered after 3rd October, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10 a.m. and Noon within the free-storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 27th September, 1924. [1302]

S.S. "CHANTILLY."

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, S.S. also Cargo ex "COM-MANDANT MAGES" from COGNAC and Cargo ex "VILLE DE METZ" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 4th October, 1924, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 8th October, 1924, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 4th October, 1924, at 10 a.m. by Mr. A. Goldard & Douglas.

No Fire Insurance has been effected. R. RODENFUSE, Agent.

Hongkong, 28th September, 1924. [1304]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on MONDAY, 6th OCTOBER, 1924, at 5.30 p.m.

NOTICE IS HEREBY GIVEN that on MONDAY, the 6th OCTOBER, 1924, immediately after the holding of the General Meeting, A DRAWING for the Redemption of Forty (40) Debentures will be held.

The Numbers of Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and holders of Drawn Debentures may, upon giving notice to the Treasurers, within the 6 Months' Notice to which they are entitled, apply on the 31st OCTOBER, 1924, to the Treasurers, Messrs. FRANK SMITH, SONS & FLEMING, for Payment of the Principal and Interest to the 31st October, 1924.

By Order of the Committee, L. S. GREENHILL, Hon. Secretary.

[1300]

INTIMATIONS

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th OCTOBER, 1924 (both days inclusive).

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on or after the 5th OCTOBER.

By Order of the Board,

R. M. DYER,
Chief Manager.
Hongkong, 15th September, 1924. [1253]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on SATURDAY, 4th DAY OF OCTOBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SEPTEMBER 27th to OCTOBER 4th, 1924, both days inclusive.

By Order,

M. MANUK,
Secretary.
Hongkong, 19th September, 1924. [1274]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7123 for 25 Shares, 24 per Share Paid up, number 55126/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,

General Manager.
Hongkong, 8th September, 1924. [1235]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to OCTOBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m. Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply to:

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION,
Subject to a Reserve Price

on
WEDNESDAY,
the 15th DAY OF OCTOBER, 1924,
at 3.00 P.M.

In ONE LOT

by
Messrs. LAMBERT BROTHERS,
Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Inland Lot No. 888 and Kowloon Inland Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, Solicitors,
or from
Messrs. LAMBERT BROTHERS,
Auctioneers.

TO-DAY and TUESDAY.

CHARLIE
CHAPLIN

in
"The Rink"

Ralph Lewis

WEST BOUND
LIMITED

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF HOPE

Hope is the mother of optimism. In its promise many a soul finds contentment and in its reality happiness lies waiting with its gifts. Hope is sometimes fickle in its favours but never when it concerns the bracing and balanced qualities of

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses
of Lords and Commons.

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

MARRIAGES.

DRUMMOND-HOUGHTON.—At Shanghai, on September 20th, JOHN SYDNEY, only son of Mr. and Mrs. A. C. DRUMMOND, of Edinburgh, to BEATRICE, elder daughter of Mr. and Mrs. HOUGHTON, of Vancouver.

HUTCHISON-PARKER.—At Shanghai, on September 20th, WILLIAM HUTCHISON, to MAUREL LILIAN PARKER.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1924.

"PROTECTING FOREIGN LIFE AND PROPERTY."

In the matter of affording protection for foreign lives and property in the areas affected by the war in China, the announced intentions of the various protagonists are excellent. By both sides foreigners resident in the country are assured that they will be left in peace and be able to continue their various occupations without molestation. We may give the authors of these proclamations credit for the best of intentions, but it must be as plain to them as to everybody else that a war cannot be carried into territory in which foreigners reside and have their properties without placing those lives and properties in serious jeopardy. Evidently some representations have been made to Marshal Wu Pei-fu on this subject following the issue of his proclamation a few days ago, and he has deemed it necessary to issue a manifesto by way of making a public answer to a question which, as he puts it, "foreign visitors invariably ask," namely, "whether, in view of the fact that people of various nationalities are residing along the South Manchurian and Chinese Eastern Railways, a punitive expedition (such as he proposes to lead into Manchuria) would accord the fullest protection for foreign lives and property there." The only meaning that can be attached to Marshal Wu's reply and arguments on the subject is that foreigners should clear out of the war zone, or

accept the risks involved in remaining there. His argument is that foreigners cannot say that they will not intervene in China's internal struggles, and yet seeks to restrict the operations of the "Government" forces engaged in "suppressing a rebellion." It is obvious that there are possibilities of grave international trouble, especially in Manchuria, where there is a very large Japanese population along the South Manchurian railway, and a large number of Russians living in the vicinity of the Chinese Eastern Railway. It will be observed that in his latest manifesto, of which a summary appears in the cables to-day, Marshal Wu Pei-fu addresses himself especially to the conditions existing in Manchuria. He has declared his intention to march into Manchuria a force of two hundred thousand troops. They can hardly fight their way to Mukden without imperilling some lives or property of Japanese subjects, and having regard to the territorial aspirations in Manchuria with which the Japanese are popularly credited, it is easy to conceive that difficulties of the utmost delicacy and danger may arise. The argument that the dispatch of a punitive expedition against CHANG TSO-LIN is action on the part of the Central Government to "quell a rebellion" loses force when we bear in mind that the present Government in Manchuria has never exercised authority over half of China, and the further fact that CHANG TSO-LIN with a greater measure of success than has been achieved by any provincial Government in China, with the exception perhaps of that of Shansi. From the point of view of the foreign residents in Manchuria, we are unable to see that a change of political control would produce in that territory, the blessings of "everlasting peace and order," or a more enlightened administration. The Foreign Powers, it is true, would be glad to see China unified, but we doubt whether any of them expect to see unification achieved by force, and therefore, they are not likely to "support China's efforts to realise reunification," by consciously helping either one side or the other. If there is intervention it will be with the sole object of safeguarding foreign life and property where it is placed in jeopardy, and in no part of China, perhaps, is that more readily conceivable than in Manchuria.

It is officially announced that the bathing beach at Stonecutters Bay is now closed.

Major C. P. F. Warton, O.B.E., has been appointed to officiate as Second-in-Command of 24th Bombay Grenadiers.

The Hon. Mr. F. W. Pincock has been unanimously elected as Chairman of the Committee of the North Borneo Chamber of Commerce for the ensuing year.

The total output of the Kailan Mining Administration's mines for the week ending September 13th, amounted to 78,554 tons and the sales to 64,450 tons.

The police have received a report from the Osaka Shosen Kaisha, agents, to the effect that stores valued at \$281 have been stolen from the store-room of the *Yakuma Maru*.

Major Rashleigh, R.E., has reported to the police that on Tuesday night, a burglar entered his quarters at No. 38, Heavy Battery, and clothing valued at \$50.50 was stolen.

His Honour Judge Peter Grain of H.M.'s Supreme Court at Shanghai, has been seriously ill. The report by the latest mail is that though his condition is still grave, an improvement has set in.

Ex-Senator Ting Shih Yi, former chief secretary to ex-President Li Yuan Hung, was arrested by the police at Peking, recently, for his activities in inducing the parliamentarians to proceed South to form another Parliament.

Yesterday afternoon, a Chinese girl was knocked down in Caine Road by a motor-car belonging to Mr. Sam Pak Ming. The child was removed to hospital suffering from injuries to the face, which included the loss of several teeth.

Mr. Francis A. Davidson, formerly veterinary surgeon to the Dairy Farm Company at Pokfulam, who left the Colony several months ago, has received an appointment in the office of the Veterinary Surgeon for Newcastle-on-Tyne, England.

It is notified in the *Government Gazette* that His Excellency the Governor has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. Geoffrey Miskin as a Vice-Consul for Sweden in Hongkong.

A report has been made by Mr. McFarlane, Chief Engineer, Dairy Farm, Ice and Cold Storage Co., East Point Depot, to the effect that some time between September 25th and 26th the machine store was entered. Nine sets of screw cutting dies valued at \$900, were stolen.

Peking is facing a scarcity of food-stuffs. It is said that since the outbreak of the Kiangsu-Cheking war no rice has been transported to the Capital from the south, while owing to the currency and bond trouble during the Mid-Autumn Festival most of the local rice shops have been unable to order rice from outports. As the result of the late flood in Honan, a flour-producing province, no flour has been sent to the North.

Sir Hugh Clifford, the new Governor of Ceylon, was to sail for Nigeria on September 3rd, but Lady Clifford was unable to accompany him, as she was entering a nursing home to undergo an operation for appendicitis. The reading and play-going public will recognise the Governor's wife better under her former name of Mrs. De La Pasture. Besides being a gifted writer, she is a very capable actress, while her daughter, Mrs. Dashwood, is a popular novelist, using the nom de plume E. M. Delafield.

The Principal Medical Officer, F.M.S., in his report for 1923, writes:—"The general health of the European population has been good; there was very little sickness and invaliding. The total European and American population as estimated at the end of June, 1923, was 6,226. There were 126 births giving a birth-rate of 20.24 per mille and 34 death with a death-rate of 5.45 per mille. It is impossible to obtain figures for illness and invaliding of Europeans or others as there are many private practitioners who could not supply these figures nor spare the time to collect facts."

The journey from London to Peking has been done over the Trans-Siberian route in 17 travelling days by Messrs. Mystem and Wright of Taiyuan University and Mr. A. Ramsay of Peking. Apart from difficulties experienced in one or two places in securing tickets and reservations, the journey was made in comparative comfort. Messrs. Mystem and Wright have completed the double journey in approximately two months. The possible cause of delaying an early return may be found in obtaining the Soviet transit visa. This difficulty can be overcome by paying for telegraphic communication with Moscow.

The Indian Community in Hongkong regret to learn the death of Sir Currimbhoy Ibrahim Bart., who died in Bombay on the 26th inst. at the age of eighty-four years. Sir Currimbhoy was one of the greatest Indian commercial as well as industrial magnates, and the "house of Currimbhoy," besides having an extensive trade with China, stands foremost in the realm of Indian Cotton Mill Industry. The deceased was well-known for his various charitable foundations which are too numerous to enumerate, the last one being a donation of one million rupees granted to the Bombay University for the furtherance of Islamic education. On account of advanced age, the deceased retired from business a few years ago. The usual ceremony due to a deceased Muslim was duly carried out in the Mosque in this Colony.

FAR EASTERN CABLE NEWS.

[THROUGH REUTERS' AGENCY.]

JAPANESE FINANCE.

CALL FOR STRINGENT RETRENCHMENT.

Tokyo, September 27th. Attention here is at present centred on the outcome of the series of discussions whereby the Cabinet is working out its financial policy and preparing the 1925-26 budget. Mr. T. Hamaguchi (Minister of Finance), who from the time of taking office has regarded the economic situation pessimistically, advocated the most stringent curtailments and readjustment, and is now demanding the adoption of his plan of retrenchment totalling \$30,000,000 yen by the readjustment of State expenditure and a total suspension of new enterprises.

The Ministers of War and the Navy are unwilling to cut down their estimates to a level lower than those drawn up by their own departments, and have called attention to the dangers to defence plans that would result.

SHIPPING CUSTOMS.

A JAPANESE PRACTICE.

Tokyo, September 27th. A difficulty has arisen in shipping circles here over the protest by foreign lines of the trans-Pacific freight conference against the Japanese lines' practice of issuing bills of lading on goods before the goods are on board and the reported threat of an outbreak from the conference unless the practice is stopped.

N.Y.K. STAFF DISPUTE.

SEEKING A SETTLEMENT.

Tokyo, September 27th. The N.Y.K. directors at a meeting this afternoon entrusted the Vice-President Mr. Kurokawa, and two other executives of the company to negotiate for a settlement of the dispute according to the plan submitted by them. Details of the plan are not yet available.

SHANGHAI EDITOR'S DISMISSAL.

\$44,865 DAMAGES AWARDED.

SHANGHAI, September 27th. Mr. Herbert Webb, ex-editor of the *China Press*, was awarded \$44,865 damages out of a claim for \$60,000 for alleged wrongful dismissal by the United States Court this morning.

ARGENTINIAN WORLD FLIGHT.

ZANNI REACHES FOOCHEW.

Foocow, September 27th. Major Zanni has arrived.

OBITUARY.

MRS. D. J. ALLEN.

The death took place on Friday evening at the French Hospital, of Mrs. Allen, wife of Mr. D. J. Allen, of the Hongkong and Whampoa Dock Company. The deceased lady had been in the Colony for some fourteen years, and had a host of friends. Deep sympathy is extended to Mr. Allen and his six children.

The funeral, which took place on Saturday, was attended by a large number of people, wreaths being sent by the following:—Mr. and Mrs. Dixon, Kowloon Dock Recreation Club, Tommy and Jack, Mr. and Mrs. Cuthill, Mr. and Mrs. B. H. Church, Mr. and Mrs. J. M. Ramsay and family, Mr. A. M. Simpson, Mr. and Mrs. A. W. Bliss and family, Mr. and Mrs. Cullen, Mr. and Mrs. Neave, Mr. and Mrs. Jenner, and Mrs. Smythe.

AMERICAN LADY'S JEWELS.

FEARED \$30,000 LOSS.

ENTRUSTED TO "FELLOW COUNTRYMAN."

An American lady, Mrs. Adolf Shoger, has reported to the police that she entrusted a fellow-countryman, who stated that he was a Marshal for the United States in the Far East, with \$30,000 in money and a package of jewellery said to be worth \$30,000, to be taken to Hongkong from Macao and safely deposited there.

The money and jewellery, she states, were deposited with the manager of the King Edward Hotel by this man on the 22nd inst. He was staying at the hotel at the time. When she returned to Hongkong on the 25th inst. she learned that the man had, on the previous day, removed the money and package and had not been heard of since. The management of the Hotel state that the name of this man, and that they did not know but that they were his property.

Travel through CANADA to ENGLAND

- VIA -

The New Route of

CANADIAN NATIONAL RAILWAYS

Daily trains from VANCOUVER to MONTREAL. Equipped with Observation Cars permitting best possible Views of famous Mountain scenery.

Passengers from the Orient met on arrival at Victoria and Vancouver and rendered every assistance with baggage, etc.

Through bookings made on all Trans-Pacific Steamship Lines from Hongkong.

Illustrated Booklets and Information supplied on application.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore.

Colombo, Suez and Port Said.

"PARIS MARU" (Calls at Sudan) ... Sunday, 5th Oct.

"LONDON MARU" ... Tuesday, 4th Nov.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore.

Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" ... Sunday, 5th Oct.

"AMUR MARU" ... Monday, 20th Oct.

BANGKOK via SAIGON & SINGAPORE.

"KISHU MARU" ... Wednesday, 1st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

"HAGUE MARU" ... Sunday, 26th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.

"ALPS MARU" ... Monday, 29th Sept.

"ANDES MARU" ... Tuesday, 7th Oct.

"CLEBS MARU" ... Tuesday, 14th Oct.

KEELUNG via SWATOW & AMOY.

"KAIJO MARU" ... Sunday, 5th Oct., 3 p.m.

"AMAKUSA MARU" ... Sunday, 12th Oct., 3 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 9th Oct., 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 16th Oct.

For further particulars please apply to—

OSAKA SHOSEN KAISHA

M. TAKEUCHI, Manager.

Telephone Nos. 4088, 4089, 4090.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,

BARCELONA and OTHER SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 30th Oct.

S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "C. LOPEZ Y LOPEZ" ... 12th Oct.

S.S. "ISLA DE PANAY" ... 3rd Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewardess and Doctor carried.

For Freight and/or passage apply to—

BOTELHO BROS.

Alexandra Building, Hongkong.

O. D. BARRETTO,

28, Central Avenue, E.O. Canton.

SHIPBUILDERS,

SHIP REPAIRERS,

BOILER MAKERS,

FORGE MASTERS,

OXY-ACETYLENE AND

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAKO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

— DRY DOCKS. —

Length 737 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

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HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKO DOCK," HONGKONG.

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CABLE FLAG: "C" OVER "AND, PENHANT."

U.S. SHIPPING POLICY.

ATTITUDE OF GERMAN OWNERS.

German shipping circles, says Lloyd's Berlin representative, are following with the closest attention the policy of maritime protectionism which has recently received such strong support in America. The Hamburg Press points out that the preferential railway tariffs proposed by the American authorities aim at bringing pressure to bear on the European shipping companies that have vessels on the North Atlantic routes. The Press urges that Mr. Plummer showed but little understanding for the intricate problems of European shipping when he recently suggested that the European companies should either raise their freight by 20 per cent. or be prepared to see America bring Art. 28 of the Jones Act into force at no very distant date.

Every European shipowner would gladly see a rise in the present unreasonably low freight rates, states the *Frederickshavn*, "but shipowners on this side of the Atlantic will, if they are wise, think twice before coming to a compromise on this matter with a State-managed mercantile fleet which is run with the aid of large State subsidies. The difficulty is not, of course, that America wishes to maintain a mercantile fleet, for that is natural enough, but that she is resolved, by artificial means to keep that fleet at a minimum of 5,000,000 tons or about 50 per cent. of the whole tonnage now engaged in the freight trade with America. If America succeeded in this project, the bulk of the European tonnage would have to be laid-up. It is therefore not to be wondered at that European shipowners should be a little distrustful of the American proposal."

THE CONTENTION'S SETTING.

Another German writer points out that although it has been decided that the aggressive Art. 28 of the Merchant Service Act is not to come into force until the beginning of 1925, efforts are already being made among the maritime protectionists to shorten this postponement and to bring the preferential railway tariff into force in the course of the present year. The Shipping Board authorities make no secret of the fact that they would have no objection to a propaganda campaign advocating the application of Art. 28 in the autumn of this year. The Shipping Board is prepared, however, in order to attain this end, to make certain concessions to pacify the opponents of the Bill. The Board proposes to restrict the preferential tariff for the present and to make it apply only to commodities that are imported from foreign countries. The Board has been led to this decision by the fact that the State shipping lines do a better freight business on the outward than on the inward routes, and that, in consequence of this state of affairs, freight ships have often to return to the United States comparatively empty. The Board wishes to remedy the unsatisfactory nature of its inward freight trade by giving preferential railway rates to imports entering American ports in American bottoms.

This policy will, it is conjectured, please the Farmers' Unions, who were the chief opponents of Art. 28, as for the American shipowners themselves their attitude is not quite clear. But as circumstances have completely altered since the Spring, the German writer thinks that no very serious opposition is to be expected from the latter quarter. The misgivings of the American shipping companies, he says, have never been based on principle but have rather been a question of expediency, arising out of their conviction that American shipping was not yet sufficiently consolidated to be able to enter into a rate war with the European lines with much chance of success. In the last few months, however, the service of the State lines has been thoroughly reorganised. Various routes have been either extended, amalgamated with others or abandoned altogether, so that the American shipping companies, to which the vessels of the Shipping Board have been leased on a profit percentage basis, are at the present moment being run more remuneratively than was the case last Spring.

PLANNING A BRIDGE AT 93.

SIR BRADFORD LESLIE.

Although 93, Sir Bradford Leslie, the famous engineer, who built the wooden floating bridge over the Hooghly at Calcutta in 1874, has at the invitation of the Government prepared plans for replacing the old bridge (which he had guaranteed for 25 years only) with a four-span structure 1,400 ft. in length. He worked out all the estimates and plans himself, and such a feat at his age is probably unparalleled in engineering annals. Sir Bradford still visits his office regularly and, scoring taxicabs, goes from his home in Maida Vale, W., unaccompanied. In 1912 he was knocked down and sustained a fracture of the hip, but he still negotiates the London traffic.

In his leisure moments he is preparing his reminiscences for publication.

"REVOLUTION" IN SHIP CONSTRUCTION.

A company has been formed at Cardiff to exploit an invention which it is claimed will revolutionise ship construction. It consists of the attachment to existing vessels of convex plates, fitted in pairs longitudinally along two-thirds or three-quarters the length of the vessels between the loadline and the bilge. It is said that the adoption of this invention would give protection in a collision, afford greater longitudinal strength, add to seaworthiness, and by affording greater volume to the propeller would increase speed with a considerable saving of bunker coal.

Passengers prone to seasickness will be interested particularly by the fact that the new plates, it is claimed, will considerably diminish rolling.

WEATHER REPORT

September 28th at 17.55.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon in Lat. 21 deg. N. Long. 132 deg. E., moving N.W. position uncertain.

September 28th at 17.55.—Pressure has decreased slightly over the Loochoos and from Shanghai to Chefoo. It is nearly stationary elsewhere.

The anticyclone remains central over N.E. Japan.

The depression was in about Lat. 21 deg. N. and Long. 132 deg. E., this afternoon, moving N.W. The position is still uncertain.

Shanghai warnings:—Typhoon of unknown intensity within 150 miles of Lat. 14 deg. N. Long. 138 deg. E. moving N.W. Recd. 22d. 1.5h. 30m.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 28th, 0.00 inch. Total since January 1st, 87.90 inches, against an average of 75.19 inches.

The forecast for the 24 hours ending at 18 hours, Sept. 29th is as follows:—

Forecast: Formosa Channel ... N.W. winds, fresh.

Hongkong to Gap Rock ... Light variable winds; fine.

South coast of China between Hongkong and Lamcocks ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 28th.

Previous Day at 2 p.m. On Date at 6 a.m. On Date at 2 p.m.

Barometer ... 29.81 29.84 29.80.

Temperature ... 84 78 84

Humidity ... 72 85 75

Wind Direction ... E SE S

Force ... 4 3 3

Weather ... 0 0 0

Rain ... 0.00 0.00 0.00

Highest open-air Temperature on 27th ... 84

Lowest open-air Temperature on 28th ... 79

HONGKONG TIDE TABLE.

From Sept. 29th to Oct. 5th, 1924.

HIGH WATER. LOW WATER.

Days of Week. Days of Month. H'kong. Standard Time. Height. H'kong. Standard Time. Height.

Mon. 29 9 22 7.5 m 3.1 10 2 3.2

Tues. 30 10 4 7.3 m 3.4 10 2 3.5

Wed. 1 10 15 6.9 m 4.1 10 2 3.0

Thur. 2 10 49 7.1 m 4.7 10 2 3.0

Fri. 3 11 45 6.5 m 5.2 10 2 3.0

Satur. 4 11 24 7.3 m 5.18 10 2 3.4

Sun. 5 1 53 6.3 m 5.21 10 2 3.0

VESSELS EXPECTED.

Ajaz (Blue Funnel), due October 8th.

Bentley (Ben), due September 30th.

Empress of Australia, due October 2nd.

Lycan (Blue Funnel), due October 19th.

Mentor (Blue Funnel), due October 16th.

Onfa (Blue Funnel), due November 1st.

Orestes (Blue Funnel), due October 8th.

President Hayes (Dollar), due October 13th.

President Jefferson (Admiral Oriental), due October 8th.

President Van Buren (Dollar), due today.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

PRICE ... \$5.

DAILY PRESS OFFICE.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
RANGOON via SWATOW	CHAKSANG	Monday, 29th Sept.	5 p.m.
STRAITS & CALCUTTA	FOOKSANG	Tuesday, 30th Sept.	3 p.m.
TSINGTAI via SWATOW & SHANGHAI	TUNGSHING	Wednesday, 1st Oct.	10 a.m.
SHANGHAI via SWATOW	FOOSHING	Friday, 3rd Oct.	10 a.m.
SANDAKAN	HINSANG	Saturday, 4th Oct.	1 p.m.
MANILA via AMOY	SUISANG	Saturday, 4th Oct.	3 p.m.
HAIPHONG via HOIHOW	MINGSANG	Sunday, 5th Oct.	8 a.m.
SHANGHAI via SWATOW	KWO NONGANG	Sunday, 5th Oct.	10 a.m.
KOBE via MOI	HAISANG	Wednesday, 8th Oct.	Noon.
STRAITS & CALCUTTA	HOISANG	Thursday, 9th Oct.	3 p.m.
TIENSIN	CHIPSING	Saturday, 11th Oct.	Noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Tuesday, 30th Sept., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. 211-212, 213.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves H'kong.	Discharges
"GLENSANDA"	30th Sept.	"GLENOGLE"	24th Oct.	London, Rotterdam & Hamburg.
"GLENSHANE"	7th Oct.	"GLENGARRY"	13th Nov.	London, Rotterdam and Hamburg.
"GLENGARRY"	16th Oct.			
"GLENAFF"	30th Oct.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3596.

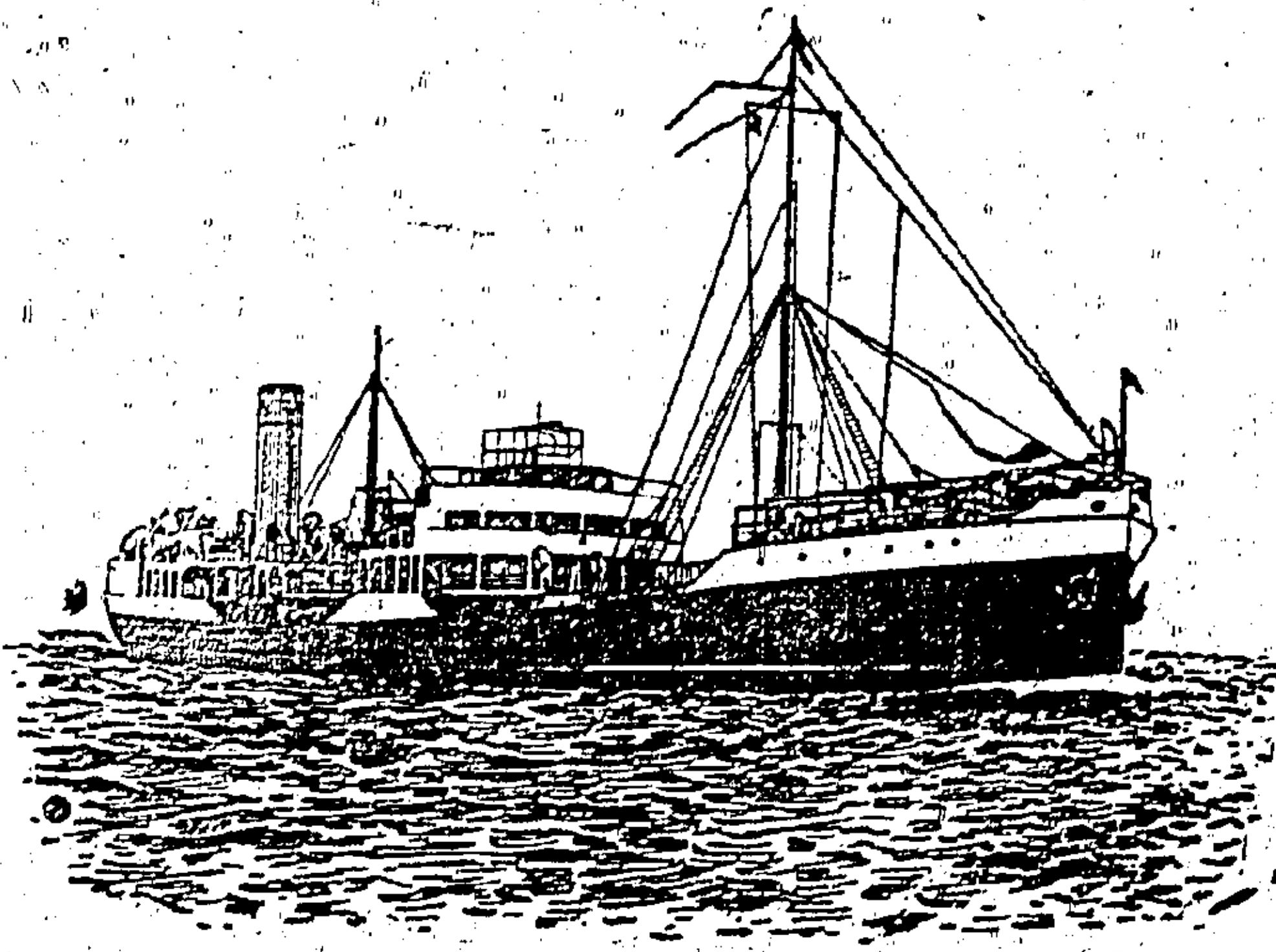
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427' 0" 55' 1" 31' 0"; 8,400 tons d.w.t.; 1,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-BAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

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STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

HONGKONG TO SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE"	October 31st, at 4 p.m.
S.S. "PRESIDENT TAFT"	October 32nd, at 4 p.m.
S.S. "PRESIDENT WILSON"	November 5th, at 4 p.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120
£112
£110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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GRAND CANYON
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YELLOW STONE PARK
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HONGKONG—MANILA

S.S. "PRESIDENT TAFT"	October 12th, at Noon
S.S. "PRESIDENT WILSON"	October 18th, at Noon

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO"

Tel. Central 141.
3332

Canton Agents:
HOLYOAK MASSEY & CO., LTD.



SAILLINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America **G.3405, G.3420, G.3440**

IYO MARU	Wednesday, 15th Oct.
SHIDZUOKA MARU	Thursday, 4th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KATORI MARU	Wednesday, 8th Oct., at 11 a.m.
ATSUTA MARU	Wednesday, 22nd Oct.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU

LIVERPOOL via MARSEILLES & VALENCIA.

First Half Nov.

SYDNEY & MELBOURNE via Manila Ports.

YOSHINO MARU	Wednesday, 15th Oct.
MISHIMA MARU	Wednesday, 12th Nov.

NEW YORK & BOSTON via PANAMA.

LISBON MARU	Thursday, 5th Oct.
BUENOS AIRES via Singapore, Durban & Cape Town.	Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU	Tuesday, 30th Sept.
TAMBA MARU	10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU	Sunday, 18th Oct.
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JAVA & CALCUTTA via Batavia.

TASMANIA MARU	Thursday, 2nd Oct.
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NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Monday, 13th Oct.
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SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU	Saturday, 4th Oct.
HAKONE MARU	Tuesday, 7th Oct.
YAKASA MARU	Tuesday, 14th Oct.
AKI MARU	Friday, 17th Oct.

For further information, apply to—

Telephone: Central Nos. 292, 293 & 2422.

NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.



NORDDEUTSCHER LLOYD BREMEN.

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STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"TRIER"	—	18th October
"ELBERFELD"	16th October	25th November
"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER"	3rd January, 1925	4th February
"FULDA"	2nd February, "	8th March
"TRIER"	1st March	5th April
"SAARBUECKEN"	29th March	2nd May
"COBLENZ"	26th April	1st June

For Freight and Passage, please apply to—

TELEPHONE C. 4557.

MELCHERS & CO.,

AGENTS,

HONGKONG.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF PEKIN" 30th Sept. ... Mars, L'don, R'dam, Hamburg & Hull.

PASSENGER SERVICE.

"CITY OF LAHORE" 28th Oct. ... Shanghai and Japan.
 "CITY OF LAHORE" 28th Oct. ... Marselles, London, etc.
 "CITY OF KARACHI" 28th Jan. ... Do.
 "CITY OF KARACHI" 1st March. ... Do.

* "A" Class. † "B" Class.

FARES TO LONDON.

M. ... 1st Class "A" ... £28. "B" ... £24. Single 2nd Class "A" ... £22. "B" ... £18.
 Cargo Steamers, Saloon Passage—£88.

For further particulars, apply to—

THE BANK LINE LTD.
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AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TEUCER" ... via Suez Canal ... 1st Oct.
 "EURYLOCHUS" ... via Suez Canal ... 11th Oct.
 "CITY OF RANGOON" ... via Suez Canal ... 21st Oct.
 "KOSMO" ... via Suez Canal ... 31st Oct.

* Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

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M. MESSAGERIES MARITIMES M.

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkq. and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	29th Sept.
AMBOISE	—	—	15th Oct.
CHANTILLY	—	—	29th Oct.
PORTHOS	—	—	8th Nov.
AMAZONE	—	—	23rd Nov.
ANGON	—	—	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) ... £5. 0s. 0d. B CLASS (1st Class) ... £3. 0s. 0d.
 STEAMERS (2nd) ... £2. 0s. 0d. STEAMERS (2nd) ... £2. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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... loading for HAVRE, ANTWERP

... DUNKIRK about

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAYRE is due to arrive about 3rd week of October.

Sailings subject to alteration without notice.

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CONSIGNATION—TRANSIT—REPRESENTATION.

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 HAIPHONG ... Capt. Ellis Walker ... Friday, 3rd Oct. at 3 p.m.
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Regular Sailings to Boston and/or New York by fast freight steamers.

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and
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S.S. "SOUTHWESTERN MILLER" ... 1st October.
 S.S. "MOORISH PRINCE" ... 30th November.
 S.S. "CELTIC PRINCE" ... 1st December.

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FURNESS (FAR EAST), LIMITED.
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King's Building.Telephone: Central 3165.
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PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	8,696	1st Oct. Noon	S'pore, Penang, Colombo & B'way
"KASHMIR"	8,993	4th Oct. Noon	(Marselles, G'za Blanca, L'don, Hull and Antwerp.
"PESHAWAR"	7,934	14th Oct.	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	18th Oct.	Mars, London & Antwerp.
"SICILIA"	8,913	29th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	8,940	1st Nov.	Mars, London & Antwerp.
"MALWA"	10,941	15th Nov.	S'pore, Penang, Colombo & B'way.
"SARDINIA"	8,884	28th Nov.	Mars, London & Antwerp.
"KARNATA"	10,998	29th Nov.	S'pore, Penang, Colombo & B'way.
"MANTUA"	10,998	12th Dec.	Mars, London & Antwerp.
"SOUDAN"	8,696	24th Dec.	S'pore, Penang, Colombo & B'way.
"KASHMIR"	8,993	27th Dec.	(Marselles, L'don, & Antwerp.
"MACEDONIA"	11,089	10th Jan.	Marselles, London & Antwerp.
"SICILIA"	8,913	21st Jan.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	8,940	24th Jan.	Mars, London & Antwerp.
"MALWA"	10,941	7th Feb.	do.
"KASHMIR"	8,993	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KASHGAR"	8,940	21st Mar.	do.
"MANTUA"	10,998	4th Apr.	do.
"KARNATA"	10,998	18th Apr.	do.
"MACEDONIA"	11,089	2nd May	do.

BRITISH INDIA-APCAR SAILINGS

"TAJARA"	8,500	4th Oct.	Singapore, Penang & Calcutta
"TAKADA"	8,948	27th Oct.	do.
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct. Noon	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	29th Oct.	Island, Townsville, Brisbane,
"EASTERN"	4,500	29th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,840	3rd Oct.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe
"SICILIA"	8,913	4th Oct.	Shanghai & Kobe
"TAKADA"	8,948	5th Oct.	Shanghai, Moji & Kobe
"MALWA"	10,941	18th Oct.	do.
"TALMA"	10,000	23rd Oct.	Moji & Kobe
"KARNATA"	9,988	1st Nov.	Shanghai, Moji & Kobe
"SARDINIA"	4,000	1st Nov.	Moji & Kobe
"MALWA"	8,884	1st Nov.	Shanghai & Kobe
"TAKADA"	10,000	3rd Nov.	Moji & Kobe
"MANTUA"	8,500	13th Nov.	Moji & Kobe
"KARNATA"	10,998	15th Nov.	Shanghai, Moji & Kobe
"KASHMIR"	9,087	29th Nov.	do.
"SOUDAN"	8,696	29th Nov.	Shanghai & Kobe
"ARAFURA"	6,000	6th Dec.	Moji & Kobe
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"KASHGAR"	8,840	27th Dec.	do.
"SICILIA"	8,913	27th Dec.	Shanghai & Kobe

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KASHMIR"	8,993	31st Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,940	21st Feb.	do.
"MANTUA"	10,998	7th Mar.	do.
"KARNATA"	9,998	21st Mar.	Shanghai, Moji & Yokohama
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 days previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
 MACKINNON, MACKENZIE & CO.
 Agents.
 23, Des Voeux Road Central, HONGKONG

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOI & SHANGHAI	"SONNING"	On 30th Sept. D.L.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Sept. 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept. 2.30 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 2nd Oct. 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 2nd Oct. 2.30 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 4th Oct. Noon
WAIHAIWAI, CHEFOO & TIENTSIN	"NANNING"	On 4th Oct. 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 5th Oct. 2.30 p.m.
AMOI, SWATOW & SINGAPORE	"KINGYUAN"	On 7th Oct. Noon
SWATOW & BANGKOK	"KWEIYANG"	On 7th Oct. 2.30 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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BUTTERFIELD & SWIRE.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thera Is. & Aus. Ports about
"TAIYUAN"	5th October	8th October
"CHANGSHA"	2nd November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK, STRAITS AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

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